VOLUME VIII, NUMBER 3 September 1991

THE MUNI MEMO

OF THE PEOPLE, BY THE PEOPLE, FOR THE PEOPLE OF THE SAN FRANCISCO MUNICIPAL RAILWAY

Congratulations Safe Drivers!

The Eighth Annual Safety Awards Banquet at the Presidio Officers' Club proved to be the highlight of Muni's summer when 206 operators received recognition for operating Muni passenger vehicles for at least 15 years without an avoidable accident. KCBS Radio's George Rask proved once again to be a formidable Master of Ceremonies, while disc jockey Johnny Stake and musician Fred Duke entertained the crowds with foot-stomping music.

In General Manager Johnny Stein's absence, Deputy General Manager of Transportation Kathy Gilbert handed out safe driver awards to those with 20 years or more of safe driving. Distinguished guests who also made special presentations included Supervisor Doris Ward, PUC Commissioner H. Welton Flynn, Transport Workers Union Representative Lawrence Martin, and Transport Workers Union Local 250-A President Bobbie Brown.

Once again, operator William T. Shelby received the highest award for 31 years of safe driving. Hats off to Shelby and all the other award-winning Muni drivers who help to make Muni one of the safest transit systems in the country.

15 years: Nathaniel Bailey, Jr., Joseph Bryant, Lee Butler,

Continued on page 8

Muni Plans Advanced Train Control System

"It's the nearest thing to sliced bread as far as solving Muni's problems in the tunnel," says Chief Signal Engineer Tom Sullivan who is in charge of designing Muni's new automatic train control system.

Trains in the Muni Metro subway will move faster and more efficiently under the future advanced train control system.

For the past few years, Sullivan has been working on a computerized system for Muni Metro in which the movement of trains in the subway is controlled by computer rather than by operator. Advanced electronic train control systems have been around for years in Europe and Canada, according to Sullivan, but the U.S. is way behind. Comparable systems to the one Muni will be getting are already well-known and successful in Vancouver, British Columbia, and Lyons, France. In this country, they are operating in Detroit, Michigan and Jacksonville, Florida.

"Our main objective," says Sullivan, "is to provide San Francisco with a level of service for Muni Metro equal to the best European standards for performance, reliability and safety. To insure that this will happen (and to preclude the kinds of problems that BART has had), the company chosen to supply Muni's new control system must have an existing system that both meets our needs and has a proven track record of successful operation."

The main advantage of a computerized train control system is that it will allow Muni to run many more trains in the tunnel, thereby improving frequency of service and reducing waiting time for passengers. Under Muni's present system, which is operated through a series of antiquated electrical relays whose technology is more than 100 years old, the Railway can run only 20-23 trains per hour in the subway. With advanced train control and its use of electronic circuits, that number will rise to 40-60 trains per hour, or a train every 60-90

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Management Message

Muni's Capital Projects Move Ahead

As we inch toward the 21st century, improvements and plans for improvements to Muni's infrastructure are moving along with us. This year has already seen the completion of the J-line extension to the Green Light Rail Center, the arrival of a fleet of 24 new articulated diesel buses, the beginning installation of new electronic fareboxes on passenger vehicles, substantial work done toward the rehabilitation of Potrero Division, which is scheduled to be complete next spring, and the on-going electrifiction of the 31-Balboa line.

One constantly hears of the burgeoning population of the Bay Area. By the year 2000, there will be additional stresses on our energy and water supplies as well as on public transit. That's why it's imperative that Muni's Capital Improvement Projects for the nineties continue on schedule so that by the turn of the century, we are well equipped to deal with the Bay Area's increased need for public transit. So far so good, but what can we expect in the next few years? Here's a sampling by mode: *Metro*—Muni Metro Turnaround Project, F-Market Line, Muni Metro Extension to Mission Bay, new light rail vehicles, rehabilitated PCCs, automatic train control system *Trolley*-71 Haight-Noriega electrification, extension of trolley bus service to Mission Bay, reconstruction and expansion of Presidio Division, new articulated trolley buses *Diesel*: Woods/Islais expansion to accommodate articulated diesel fleet and replace Kirkland, additional articulated diesel coaches, and non-revenue vehicles.

As you can see, Muni has its work cut out for it over the next nine years. But once all these improvements and acquisitions are in place, both passengers and Muni employees will greet the 21st century with smiles upon their faces as far as public transit in San Francisco is concerned.

Johnny Stein
General Manager

Editor's Box

Dear Reader,

If you find errors in the *Muni Memo*, please let us know. We attempt to be as factually and grammatically correct as possible and try to catch any mistakes before we go to print. However, we're only human. If you let us know, we'll make a correction in the subsequent issue. Thanks.

Sincerely,
Anne Milner
Editor

Job File

1424 Clerk Typist, $22,894-$27,693 annually. **1424 Senior Clerk Typist**, $25,047-30,340 annually. Continuous testing is given on these two positions. For info, call 557-4863.

8141 Workers Compensation Adjuster, $35,344-42,811 annually. File immediately. Exam open indefinitely. Cut-off dates will be posted on the official bulletin board at City Hall. For info, call 554-1584

7372 Stationary Engineer, Sewage Plant, $46,098 annually. File immediately. All verifying experience must be in by 9/20/91. For info, call 557-4848. **7334 Stationary Engineer**, $41,886 annually. Same application as above. For info, call 557-4848.

For up-to-date information on other City positions, please call the Civil Service Hotline at 557-4888 or the PUC Hotline at 554-1669. Both are updated on Thursday afternoons.

Employee Notice

Keep California Moving
Don't forget California Rideshare Week, September 23rd-27th, and especially Beat the Back-Up Day on Tuesday, September 24th. That's the day

that thousands of Californians will pledge not to drive alone and will try alternatives such as carpooling, taking publictransit, walking, bicycling, or telecommuting. Do your part and help get rid of smog, traffic jams and stress. It's easier than you think. For info, call 861-7665

Donations for Mt. Pinatubo Victims

A group of concerned Muni employees is ringing the Christmas bells early this year. They are soliciting donations for the victims of the Mt. Pinatubo eruption in the Philippines in the form of canned goods, usable clothing and checks made out to: Philippine International Aid. Boxes of canned goods must be separate from clothing and may be delivered to Lori Directo, Ways and Structures Storeroom, 2548 24th Street. For information, call Lori at 695-5135.

Congrats!

The Division Operators of the Month for August were:

Cable Car:	Jimmie Wilson
Flynn:	Mario Jule
Green:	Charles Wan
Kirkland:	Isaac Blazer
Potrero:	David Feria
Presidio:	Isaac Law
Woods:	Lester Thomas

Credits

The Muni Memo is published by the Community Affairs Department of Muni. Contributions and comments may be addressed to the Muni Memo, Room 238, 949 Presidio Avenue, San Francisco, CA 94115, telephone 923-6162.

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Kurt Wong
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Printing: PUC/Muni Reproduction

Unsung Hero

Olden Harold Williams

Automotive Transit Shop Supervisor
General Superintendent Non-Revenue Vehicles

BACKGROUND: Olden is a native San Franciscan born in Pacific Heights whose parents came from Louisiana but who has never lost his love for the City.

"I love San Francisco," he says. "San Francisco is just about as close to heaven as you can get. Just think about it — no bugs, no snakes, no snow, not too hot nor too cold. So we have a few shakes every now and then. So what?" Olden attended Pacific Heights Grammar School, St. Brigid's and Sacred Heart. He went on to St. Ignatius and John O'Connell High Schools and also attended City College. Following City College, he joined the Air Force for four years achieving the rank of Staff Sergeant and serving at bases in California, Illinois, Utah and Washington as an air craft technical instructor where he taught maintenance and air crews how to repair planes on the ground and in the air.

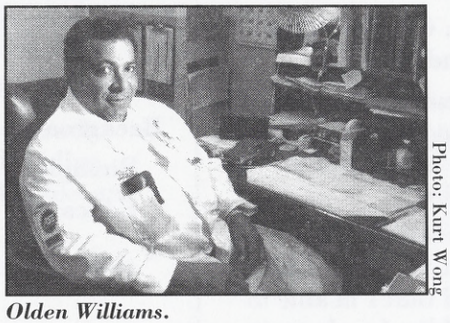


Photo: Kurt Wong

Olden Williams.

Before coming to work for the City, Olden worked at the now-defunct American Marine Paint Company and for 12 years was a federal employee with the SF Naval Shipyard. From there he went to the City's Purchasing Department working as a mechanic for Central Shops and then came to Muni. Prior to taking over as Superintendent of Non-Revenue Vehicles in 1985, Olden worked at every motor coach division there is or was and on every shift, advancing from mechanic to machinist to supervisor. He began his career lying in the street gutter at Hyde and Geary feverishly releasing a locked brake on a GMC in the rain! He was also one of the two first technical assistants to the Maintenance Division and wrote a morale-boosting pamphlet entitled "Keep the Fleet on the Street."

WHY MY JOB IS IMPORTANT: Because I like what I do.

WHY I LIKE WHAT I DO: I've worked with and taught my skills to some wonderful people at Muni and shared some memorable moments and work ethics. My favorite place at Muni was Swing Shift, Heavy Duty, at Woods. A lot of really good people who went on to become supervisors came from that shift including George Ott, Virgil Dennis, Jack Blanchfield, Phil MacKay, Willie Fong, Bob Glasser, Frank Shine, Fred Swaine, Luis DelaCruz, and Bob Doering, to mention just a few.

SOMETHING NOT MANY PEOPLE KNOW ABOUT ME: I grew up with Willie Brown, Richard Hongisto and Dianne Feinstein. We all went to school together at one time or another. Because I was such a good catcher, I almost became a SF Seals Professional Baseball Player back in the fifties before joining the Air Force and spent many hours practicing at Funston Field.

HOBBIES: Riding my motorcycle, swimming, climbing, walking and shooting guns. No, I don't hunt. I shoot at targets. Hunting's for the macho guys!

WORDS OF WISDOM/PHILOSOPHY: The most important people on the job are those who do the hands-on work — the machinists, the mechanics, the bus drivers. Supervisors are there for a purpose but without the workers, we'd all fold up. I'm one of those guys. I may be doing something different now but I'll be back in that "gutter" again if that's what it takes to help workers get the job done.

Awards

August Systemwide Operator of the Month

Name:	Yee Chew Lee
Division:	Kirkland
Years with Muni:	16
Background:	
Birthplace:	Canton, China
Education:	Canton Oriental Acupuncture and Chinese Herbal Institute
Previous Employment:	Herbalist and State-licensed Acupuncturist (#391)
Marital Status:	Married to Yin Yee Lee who is a housewife
Children:	Stephen, 25; Caroline, 24; and Raymond, 16.
Hobbies/Interests:	He enjoys reading and writing, Chinese painting and other arts, classical music and sightseeing.
Words of Wisdom:	"Having worked for Muni over the past 16 years, I feel very fulfilled that I'm able to serve the public. In whatever one chooses to do in life, give it your best effort and strive to do the utmost."

Photo: Gretchen Hildner

August Systemwide Operator of the Month Yee Chew Lee of Kirkland Division.

Photo: Kurt Wong

Engineering and Administration Worker of the Summer Quarter Anne Milner of Community Affairs.

Engineering and Administration Worker of the Summer Quarter

Name:	Anne Milner
Position:	Public Relations Officer Editor, Muni Memo and Muni Times
Years with Muni:	Nine
Background:	
Birthplace:	Beirut, Lebanon
Education:	Certificat d'etudes Francaises, University of Grenoble, France, 1969; B.A. French, Eckerd College, St. Petersburg, Florida, 1970; M.A. Writing, University of San Francisco, 1989.
Previous Employment:	Administrative Assistant, Fogg Art Museum, Harvard University; Marketing Assistant, French Bank of California; Associate Editor, Zodiac News Service (radio news); Associate Editor, Her Say News (women's news).
Hobbies/Interests:	Reading and writing fiction, languages,swimming, hiking, water and snow skiing.
Marital Status:	Husband Jonathan Miller is General Superintendent of LRV Maintenance
Children:	Matthew, 7, and Sophia $1\frac{1}{2}$.
Words of Wisdom:	"Never be so arrogant as to think your opinion or way of doing things is the only way or the best."

Awards

August Maintenance Worker of the Month

Name:	Sun Keng Chan
Division:	Ways and Structures (Track Maint.)
Years with Muni:	14
Background:	
Birthplace:	China
Education:	High school in Singapore; two years in Mechanical engineering at Cal Poly in Pomona and welding course at John J. O'Connell High School
Previous Employment:	Certified pipe welder for Standard Oil in Richmond
Marital Status:	Married to Connie, an accountant for a shipping container firm in SF
Children:	Josephine, 6 and Jonathan, 5.
Hobbies/Interests:	Scuba diving, horseback riding, motorcycle riding, reading technical books and magazines
Words of Wisdom:	"Knowledge is above wealth."

Photo: Gretchen Hildner

August Maintenance Worker of the Month Sun Keng Chan of Ways and Structures.

August Systemwide Operator of the Month Runner-Up

Name:	Luther Peterson
Division:	Kirkland
Years with Muni:	17
Background:	
Birthplace:	Hockessin, Delaware
Education:	One year of college
Previous Employment:	Meyers Safety Switch in SF
Marital Status:	Wife, Susie, works in South San Francisco as an office supervisor for the State of California.
Children:	Adult sons, Kwasi and Luther, Jr.
Hobbies/Interests:	Fishing
Words of Wisdom:	Patience and the Golden Rule

(No Photo)

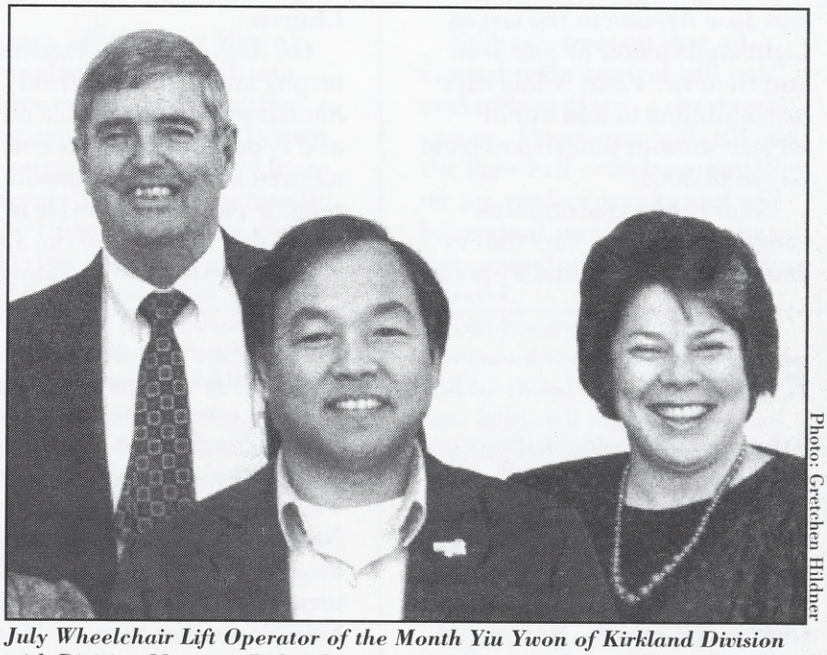


Photo: Gretchen Hildner

July Wheelchair Lift Operator of the Month Yiu Ywon of Kirkland Division with Division Manager Bob Johnson and Kathy Uhl of the Independent Living Resource Center.

News

Welcome Aboard New Operators

The following new Muni operators graduated from operator traininig on August 12th: Oscar Alfonso, Geary Brown, Devin Partee, Sharon March, Shelia Pruitt, Ricardo Mancia, Rubbie Crosley, Marcial Acevedo, M. Stevens-Lowny, Sergio Will, Lillian Knight, Veda Anderson, Milor Molina, and Dennis Hendricks. Congratulations and here's hoping you all have a long and successful career with Muni!

Photo: Kurt Wong

Muni's newest operators at their graduation on August 12th.

Limited Service Starts on J-Line Extension

On Monday, August 19th, a two-week testing and operator training period began on the new J-line extension to and from Church and 30th along San Jose Avenue to the Green Light Rail Center at San Jose and Geneva. J and N line cars began pulling in and out of service without passengers from Green to 30th.

Before the extension was complete, J and N cars had to enter the Metro tunnel by going all the way out on the K line to West Portal. The extension allows both J and N cars to travel directly to the tunnel from Metro Center via San Jose and Church.

On August 31st, following the testing and training period limited passenger service on J and N pull-outs and ins commenced along the extension. Full regular passenger service is scheduled to begin on the J line using the extension in January.

FORE!

Safety and Training instructor Merlin Porter was named Tournament Chairman for the 41st Annual Northern California Family Team Golf Championship at Golden Gate Golf Course last month. Merlin and his 22-year-old son Rob made the Championship Flight this year with a score of 59. The best qualifying score was a 57.

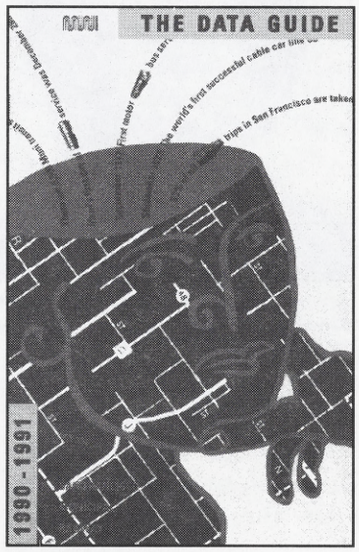
In an interesting first round match, Marlin and Rob lost on the 21st hole in sudden death to Tim and Ryan Regan from Napa. Now sporting a sling on his left arm, Merlin suffered a torn rotator cuff in the process. Friends suspect that son Rob gave the arm a good twist when they lost the match!

Muni's New *Data Guide*

Did you ever wonder just how many vehicles Muni has, or how many people ride buses in San Francisco, when Muni actually began operating or what the future holds for Muni? You can obtain answers to these and a variety of other questions about the Railway in the first edition of Muni's *Data Guide*.

The *Data Guide* presents background information about Muni to anyone who wants to learn more about the Railway's history, organization and service, including facts about both modern and historic vehicles, ridership, facilities, management structure, budget, future capital projects, fares and employees.

The attractive 52-page booklet's cover features a Picasso-like drawing of a face in black and red superimposed over a portion of a Muni map. It was edited by Bob Callwell of Muni's Community Affairs Department and designed by Kim Weller. Supplies are limited. If you'd like the definitive information booklet on Muni, get a copy of the *Data Guide* today from Room 238 at Presidio Headquarters.



APTA Monograph Highlights Muni

News

The American Public Transit Association has just published a monograph titled "Public Transit— Lifeline in Time of Community Crisis." The article, to be distributed to members of Congress and the media, looks at how eight transit systems across the country provided extraordinary service in periods of crisis.

Muni and BART and other Bay Area systems are specifically mentioned for their extensive roles in providing expanded service following the 1989 earthquake.

The monograph appeals to local and federal officials to increase funding for transit service to ensure that public transit systems can continue to provide such assistance in times of emergency. It's gratifying to know that Muni's role in an emergency may contribute to legislators rethinking transportation policy across the nation.

Riders Speak

Muni Map Makers,

We're volunteers at Travelers' Aid and sell and use many of the Muni maps. The new edition is very useful. The codes for types of lines (in and out of downtown and community service) are helpful. The Regional Transit Guide and phone numbers plus the info about BART and CalTrain available with the Fast Pass are also useful. And the Market Street strip map is great. Thanks!

The Volunteers at Travelers Aid

Michael Cronbach
Service Planning

Dear Michael,

This is to thank you for your able assistance in setting up a meeting... to discuss the chronic problems we had with the service and scheduling of Bus no. 52....

(Service on the 52) has improved measurably and we are all very encouraged and pleased about it, for now we feel we can rest assured ...that a bus will be there at the appointed time...We have also noticed that an addition bus has been put into service around 5:30 at the Glen Park BART station and this is a special added benefit for the crowd that is gathered there at that time and also at the other end, Forest Hill Station. That's just great.

We thank you ALL so very much and we look forward to a continuing good-service relationship

Sincerely,
Mary Vaughn

Control System *Cont. from page 1*

seconds in each direction. From the passenger's perspective that will mean fewer delays in the subway and a quicker ride downtown.

Other advantages are cost and reliability. Over 1000 special relays at a cost of $500 apiece with thousands of breakable moving parts and wires presently control Muni's light rail vehicles under Market Street. One electronic circuit, equivalent to 1,000,000 relays, costs only $5 and is 1/100 the size.

According to Sullivan, there are higher demands on San Francisco's subway system than any other subway system in America with the exception of Boston's. With Muni Metro, five surface lines merge into one line downtown resulting in a maximum load on the system. The merging of these five lines is presently handled manually by the trains' operators and supervisors through a primitive system of signal lights, similar to those used by railroads.

Under advanced train control, a computer at Muni's Central Control, acting as a kind of brain, will handle the cars' entry, speed and stops in the tunnel by communicating with a computer on each train. Each train will be in constant two-way communication with Central Control, which will be able to tell a train to stop or go at any time.

Sullivan stresses that advanced train control will not make Muni Metro a driverless system. Operators will still run the light rail vehicles manually on the surface tracks and will be present on the trains when the computers take over underground.

Implementation of the advanced train control system will be timed with acquisition of new light rail vehicles and the completion of the Muni Metro Turnaround Project, designed to eliminate the bottleneck caused by the stub-end of tracks at Embarcadero Station. The target date for these extensive Muni Metro improvements is 1995.

Safe Drivers *Cont. from page 1*

Jr., James Byrd, Cleophis Canton, Vincente Cedillo, Joseph Certain, Alben Chang, George Chin, James Collins, Richard Cottonham, Joseph Eaton, Jr., Edward Ellis, Charles Elmore, Henry Fortune, Glenn Grays, Edward Harrell, James Hayes, Bennie Jackson, Anthony Jean, Max Kern, Elsworth Ogilvie, James O'Neill, Arturo Poblete, James Pyatt, Leon Rashed, Kelly Roumbanis, Frederick Sewell, Abraham Sherman, Alan Wade, Cherk Yee, George Young *16 years:* John Joe Barry, Carter Bell, Roger Becknell, Leon Bellamy, Henry Burford, Jr., Kwok Y. Chan, Bruce Chester, Ying Chin, Marsell Crossland, Randall Goetzl, Michael Gwin, Cordell Hall, Zebedee Hampton, Willie Harvey, Willie Holmes, Martin Islas, James Jackson, Clarence Jason, Matthew Jenkins, Preston Johnson, Patrick Nolan, Irwin Schonberger, Wardell Slaughter, Joseph Smith, Elmer Trujillo, Robert Walker, Richard Yau *17 years*: Augusto Aldana, Hubert Anderson, William Bruner, Goerge Cea, Stephen Dickson, Cleon Fleming, Arthur Larson, Frank Lipkins, III, David Longa, Paul Lunardi, Lathy McFadden, Dean Miller, Harvey Mitchell, Douglas Norberg, Robert Owens, James Poole, Jr., Bobbie Robinson, Richard Smith, William Tanner, Woodrow Thomas, William Trawick, Freddie Turner, Robert Walker, Henry Warsaw, Wilbert Williams, Franklin Wright *18 years:* Jesse Wayne Carr, Sik K. Chau, Henry Crosby, Vernon Crowder, Norman Deams, Alvin Charles Essick, Willis Fort, Wilfred Garcia, Robert Garrett, Jr., Earl Jackson, Samuel Joseph, Ray Thomas Kelly, Wilson Mills, Freddrick Moore, Herpel Nious, James Reliford, Bobbie Robinson, Michael Rosarno, Frank Sargent, Jr., James Siverand, Larry Smith, Standle Spicer, Billy Stull, George Traylor, Curtis Williams, Franklin Wright, Alfred Wycoff, *19 years:* Willie Andrews, L. Richard Billups, James Brown, Robert Cranshaw, Edward Cummings, Willie Foster, Jr., Carl Grear, Harvey Hughes, Theris Lee, Donald Lejander, Vernon Ogilvie, David Powell, David Ross, Jr., William Rucker, Roscoe Smith, Moses Taylor, James Thomas *20 years:* Fred Butler, Eugene Craft, Lawrence Flynn, Melvin Harris, Frank Lee, Jr., Floyd Moore, Loyce Moore, Angel Ornelas, Harry Peat, Earl Powell, Gary Ryan, Rich Stephens, Billy Williams, Alfred Willingham, David Y. J. Wong, *21 years:* Allen Albrecht, Arthur Anderson, Willie Booth, Thomas Brown, Howard Dunson, Bernell Ford, Laurence Houghton, Eric Kalilmoku, Thomas Law, Rozell Lucky, Arnold Lum, Bruce Sampsell, Jack P. Smith, Robert Wiseman, *22 years:* Robert Booker, Herbert Haynes, Jules Jackson, Frank Moran, Walter Thomsen, Jay Williams *23 years*: Dan Frazier, Donald Jones, Charles Ramirez, Gerald Watson, Leon Wickett, *24 years:* Clarence Chiles, Sanford Collins, Errol Harris, Jr., Fred Henderson, Richard Kibbe, James Mabrie, Robert Serpa, Joseph Smith, Booker Washington *25 years:* James Barrett, S.J. Hernandez, Levert Higgins, Jr., Akiyoshi Inouye *26 years:* R.L Groves, Sr., Luther Leonard, Robert Mahan, L.T. Randolph, Jr., Earnest O. Webster *27 years:* Cornell Gatewood, Marshall Lacewood, John Nevin, John Walter Reed *28 years:* Edward Esther, Joseph Taylor *29 years:* Richard Lee Milan, Price Joseph Phelps, Howard Spriggs *31 years:* William Shelby *1990-1991 Safe Driver Retirees:* Delaney Armstead, Harold Blatch, Joseph Groves, Joseph Mitchell, Oreal Parker, Jr., Thomas Primus, Paul Schindler.

Photo: Carmen Magana

TWU 250 A President Bobbie Brown congratulates William Shelby on 31 years of safe driving.

Photo: Carmen Magana

PUC Commissioner H. Welton Flynn hands a proclamation to Muni, received by Deputy General Manager of Transportation Kathy Gilbert, congratulating Muni on its safe drivers.

Special thanks to the Banquet Committee made up of Claire Caldwell, Barbara George, Bill Gordon, Sheila Mullen, George Newkirk and Wardell Slaughter who worked so hard to make this event a success.

NWS-F13-18